

Case study summary

DEVOLVING BUS PUBLIC TRANSPORT TO LOCAL MUNICIPALITIES

A case study on the CSP support to enable devolution

Despite policy decisions and legislative provisions to devolve the public transport contracting function to local government, the responsibility for contracting bus services is currently split between provinces and municipalities. This compromises local government's authority to control the quality of transport services in its jurisdiction. This case study documents the CSP's journey of support to build an evidence-based case for **effective and well-planned devolution and integration of bus functions into a public transport network**, which would enable cities to become full contracting authorities in terms of the National Land Transport Act.



LESSONS LEARNT

Highly technical and data-intensive projects take longer than anticipated

More sessions were held with the metros than initially intended, in order to ensure that they had a comprehensive understanding of how the toolkit works. Unforeseen events and potential delays are likely when dealing with a lot of data, and so some buffer time should be included in the project plan.

Stakeholder consultation and buy-in are crucial

Consultations need to happen at an early stage in the project process and at an appropriate level, so that there is an understanding of the project objectives and how it will benefit everyone in the value chain.

Political and executive management support is essential

Without the proper political and executive management support for devolution, the efforts invested may end up being futile and the toolkit (designed to measure the city's readiness) may go unused as an interactive tool to assist this process.

A project champion improves engagements

Identifying a senior relevant official as project champion in each metro helped to improve the success of the engagements and speed up the response times required.

Vested interests are a reality

Some provincial departments appear reluctant to transfer the contracting function to local municipalities, as this would lead to them losing grant funding and certain job functions possibly becoming redundant.

THE CSP SUPPORT COMPRISED



A STATUS QUO ASSESSMENT

A comprehensive profile of the metro's public transport contracting function, together with associated risks



ASSESSMENT OF READINESS

Evaluation of how ready the metro is to acquire functions



DEVELOPMENT OF A TOOLKIT

See generic toolkit at [Reports, Toolkits & Guidelines \(treasury.gov.za.\)](#)



DEVELOPMENT OF A ROADMAP

Specific steps required for the metro to acquire the contracting function



national treasury

Department:
National Treasury
REPUBLIC OF SOUTH AFRICA

CTIES SUPPORT PROGRAMME